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● REQUEST FOR PROPOSAL ●

PILOT HOUSE



EXTENSION

DISPOSITION GUIDELINES AND CONDITIONS

CITY OF BOSTON
RAYMOND L. FLYNN
Mayor

BOSTON REDEVELOPMENT AUTHORITY
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Director

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Vice-Chairman, Sub-Committees

KANE SIMONIAN
Secretary

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MARCH 1989

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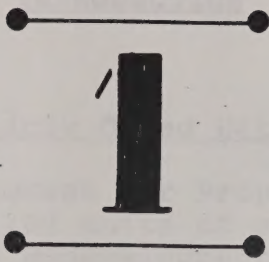
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INTRODUCTION

Proposing the City's Partnership Plan

In 1999, the Mayor, Administrator and the Boston Redevelopment Authority embarked on a new planning initiative for the waterfront. The Partnership Plan was developed through a series of public meetings and consultations with various stakeholders. The plan outlines a vision for the waterfront and provides a framework for the city's partnership with the private sector. The plan is a living document that will be updated as the waterfront develops.

The Partnership Plan is a key document in the city's waterfront planning process. It provides a framework for the city's partnership with the private sector and outlines a vision for the waterfront. The plan is a living document that will be updated as the waterfront develops.

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INTRODUCTION

Redeveloping the Last Publicly Owned Waterfront Site

In conjunction with its Request for Proposals for a mixed-use development that includes 100 units of affordable housing on Sargents Wharf, the Boston Redevelopment Authority also seeks proposals for redevelopment of Parcel B-3(A) in the Downtown Waterfront - Faneuil Hall Urban Renewal Area. This parcel, known as Pilot House Extension, is across Eastern Avenue from the Sargents Wharf site, directly adjacent to Lewis Wharf and within walking distance of Quincy Market, Government Center and the Financial District.

Promoting the City's Harborpark Plan

In 1984, the Flynn Administration and the Boston Redevelopment Authority embarked on a new planning initiative for the waterfront. The Harborpark Plan and Interim Planning Overlay District establish guidelines that leverage the economic attractiveness of waterfront development to secure public benefits. The principal goal of Harborpark is to boost Boston's quality of life. In keeping with this goal, Harborpark will result in numerous public, economic and social benefits for the residents of Boston. These benefits include new job opportunities, new housing, improved public transportation, additional tax revenues, and a variety of new cultural and recreational opportunities.

Harborpark will result in the construction of over 1200 units of affordable housing on Boston waterfront sites by 1990. This includes 400 units at Harbor Point, 565 units at the Charlestown Navy Yard, and affordable housing projects along the East Boston and Dorchester waterfronts. One hundred units of affordable housing on Sargents Wharf will insure that the North End community also benefits from the City's visionary Harborpark Plan.

Harborpark guidelines require that public access be maintained along the entire water's edge, and that building height, massing, scale and materials respond to historic waterfront construction such as Lewis and Mercantile Wharves rather than emulating the forty story Harbor Towers. Most recently, the Rows Wharf mixed use development has set new standards for design of waterfront sites. These standards are rooted in the tradition of Boston's historic architecture as well as present day values of enhanced public access.



SITE LOCATION

Harborpark encourages the inclusion of water-related and other public uses along the waterfront to provide not only opportunity, but also reason for people to walk out to the water's edge. Private development must be so designed that people from the surroundings feel invited into and through the site.

Over seven miles of water's edge walkway has been completed since 1984 towards the goal of providing a continuous public Harborwalk along the entire length of Boston Harbor. Harborwalk will not only open up formerly inaccessible portions of the waterfront, but also provide additional opportunities for cultural and recreational activities. The Harborwalk system will include a variety of elements: landscaped walkways with seating and lighting; viewing and observation decks; outdoor performance areas; marinas; sailing clubs; fishing piers and platforms; water transportation; kiosks and shops; sculptures and artwork; beaches; and a signage system for orientation and education.

Fulfilling the Community's Vision

This past year, the Boston Redevelopment Authority and the North End Waterfront Neighborhood Council have met on a number of occasions in order to fashion a redevelopment plan for Sargents Wharf that responds to community concerns. The process has been productive and consistent with Mayor Flynn's goal of establishing neighborhood councils to give residents a greater voice in decisions that affect the quality of life in their community.

The need for affordable housing in the North End community is especially pressing. Potential sites for constructing such housing are non-existent. In accord therefore with Mayor Flynn's commitment to strengthening Boston's neighborhoods, priority for redevelopment of Sargents Wharf includes building affordable family and elderly rental dwelling units.

The scale and density envisioned for Sargents Wharf is compatible with the surroundings. Given the cost premiums associated with waterfront construction, attaining such scale and density may not however be financially feasible without additional funds from sources external to the Sargents Wharf development. The Pilot House Extension project will provide a significant contribution towards the construction of 100 units of affordable housing on Sargents Wharf.

Specifically, these guidelines for the Pilot House Extension require that either 25% of the on-site housing be affordable to low and moderate income households, or that a contribution equivalent to not less than 50% of the on-site units be made towards construction of off-site affordable housing. The off-site contribution from Pilot House Extension will be targetted to affordable housing on Sargents Wharf.

The formula for determining the minimum required off-site contribution is based on the average amount of assistance per unit currently provided through the Neighborhood Housing Trust. Accordingly, the total number of housing units in the Pilot House Extension, multiplied by 50%, multiplied by \$25,000.00 will yeild the required minimum off-site contribution.

One of the key criteria for redeveloper selection is the degree to which the contribution towards construction of affordable housing on Sargents Wharf is maximized. Competitors are therefore especially encouraged to structure their redevelopment plans in a manner that provides an off-site contribution that is greater than the minimum required by the formula.

Insuring Co-ordination with Harborpark Rezoning

Boston harbor led the country into the mercantile period of the 18th century and helped finance the industrial revolution of the 19th century. Boston's economic competitiveness, however, waned during The Great Depression of the 1930s. A shift in patterns of trade and the location of manufacturing activities after the War resulted in decaying port facilities and abandoned warehouses and factories. Boston's economic revival, which began in the early 1960's and has continued to this day, was initially spurred by the growth of non-harbor related service activities. The attractiveness of Boston's waterfront has drawn development interests to the harbor's edge, and the harbor is once again a vital source of new growth for Boston's economy.

Harborpark is meant to provide a framework for discussing the ordering of this growth. It seeks balance, rationality, and harmony in the revival of the waterfront. By attempting to blend public interests and benefits with private harbor uses, Harborpark encourages the creation of new jobs, investment, tax revenues, housing, and public access to the harbor.

The unifying principle of Harborpark is public access. Harborpark guarantees that a balance will be struck between the economic health of the City and its need for places where people can gather for social events, common recreation, or the quiet enjoyment of life and nature. The Harborpark concept guarantees not only public access to the harbor itself but also to the process that will guide rational growth.

Boston is in the midst of an unprecedented community-based planning process. The Flynn Administration is dedicated to a balanced growth approach to economic development that is predicated on an open community planning process. The central premise of this is that all knowledge about what is best for the city does not reside with the government. Plans work best when they are fashioned by the community.

In March 1987 the City's Zoning Commission adopted the Harborpark Interim Planning Overlay District (IPOD) which established interim zoning that promotes Harborpark goals and objectives. Residents from Harborpark neighborhoods, including the North End Waterfront are now working with the Harborpark Advisory Committee and the Boston Redevelopment Authority on developing permanent zoning that will replace the interim controls.

The redevelopment guidelines for Pilot House Extension require compliance with the Harborpark IPOD. Competitors should however be aware that permanent zoning will likely be in place prior to the timing of zoning approvals for this project, and be prepared to make such refinements to their proposal as may be required by the permanent zoning.

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DEVELOPMENT CONCEPT

DEVELOPMENT CONCEPT

Goals and Objectives

The Pilot House Extension site consists of approximately 13,424 square feet of land area. The primary goal for redevelopment of this parcel is creation of value that can be contributed towards the construction of affordable housing on Sargents Wharf.

Redevelopment proposals should include housing, ground level retail and below grade parking. Development teams are encouraged to propose overall planning and funding strategies that maximize the potential contribution to the affordable housing component.

Another goal for redevelopment of Pilot House Extension is the expansion of employment and business opportunities for Boston residents, minorities and women, with special emphasis on provision for active participation and equity interest of neighborhood-based community development corporations and non-profit corporations. Accordingly, selection preference will be given to proposals that include community development corporations, non-profit organizations, women and minority business enterprises, or joint ventures and partnerships between such organizations and for-profit developers.

Quality Urban Design

As its name implies, redevelopment of the Pilot House Extension parcel will result in construction of a building with overall height and mass that is similar to the existing Pilot House. It will in effect extend the Pilot House volume to Commercial Street. This building massing and character is based on traditional Boston finger pier construction, with brick and granite facade materials.

Over the past two decades, a major proportion of the inner harbor waterfront has been redeveloped. Individual design of the different sites is quite varied, including new construction on Rows and India Wharves, rehabilitation of historic warehouses on Lewis and Commercial Wharves, and a combination of rehabilitation and new construction on Lincoln, Lewis and Union Wharves. This listing is made to simply indicate that each site's particular situation suggested a uniquely specific design solution.

The Flynn Administration's 1984 Harborpark Plan and subsequent IPOD created a framework to ensure that redevelopment of remaining waterfront sites achieves goals for public access and compatible scale that are not provided for example at Union Wharf or the 400' tall Harbor Towers at India Wharf. Within this

framework, individual site design can and should be tailored to each site's unique relation to the harbor and adjoining landside development.

Numerous plans have been proposed for the Pilot House Extension site in the past. Several have included structures significantly greater in height and mass than envisioned in the Request for Proposals. Others have suggested L-shaped buildings that extended the Pilot House volume to Commercial Street and then turned along the street. Discussion of these plans with the community has, over time, established a consensus that the most appropriate urban design approach for this particular site involves simply extending the existing Pilot House volume to the street. Such a building would have a cornice height of 57', and overall height of 75' -- well in scale with that of surrounding buildings including Lewis Wharf (70 feet) and the Mariner (110 feet).

Compliance with the Harborpark IPOD is maintained, since the height standard mechanism can accommodate this contingency. It permits flexibility during the period of interim controls to allow additional height on sites where additional height may be beneficial and appropriate. The specific guidelines and conditions herein for this particular site should not be interpreted as precluding or superceding the discussion of appropriate height and mass for remaining potential waterfront development sites.

The Schematic Site Concept illustrated on the following page is included for reference to more clearly define and express the underlying goals for inviting public access, series of open spaces and building scale for the Pilot House Extension in the context of the Sargents Wharf redevelopment. The illustration should not however be interpreted as the sole acceptable design solution.

Competitors are encouraged to approach the project design with utmost creativity, utilizing the Schematic Site Concept as the start rather than end of a process for developing their particular proposals. If in fact, alternate approaches are discovered to better attain the goals and objectives of this Request for Proposals, such approaches should be clearly described and attendant benefits specifically identified in the submission.

Financial and Other Development Considerations

As previously described, a key selection criterion for this competition involves the extent to which the contribution towards affordable housing construction on Sargents wharf can be maximized as a result of the value created by the Pilot House



SCHEMATIC SITE CONCEPT

Extension project. The Authority will entertain submissions by development entities that propose any of the following approaches.

Competitors who envision that maximum benefit will accrue from their ability to develop both the Pilot House Extension parcel and the Sargents Wharf parcel may submit a joint proposal for both sites. Alternatively, a developer may submit a proposal for only the Pilot House Extension parcel. If a proposal for redevelopment of the Pilot House Extension presumes joint development on adjacent privately owned land, such should be defined and the overall public benefits from this development approach clearly described in the submission. Any other arrangement that is consistent with Massachusetts General Laws and that in the Authority's view achieves the intent and objectives of the Request for Proposals will also be considered.

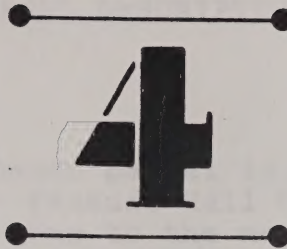
SELECTION CRITERIA

SELECTION CRITERIA AND CONDITIONS

The overriding standard to be used by the Authority in its review of proposals will be the maximization of the overall program objectives and other public benefits. Criteria for review will include:

- o Provision of either 25% of the total number of housing units as affordable housing on-site, or a minimum required off-site contribution equal to 50% of the number of units x \$25,000 toward the construction of 100 units of affordable housing on Sargents Wharf.
- o The degree to which additional resources above the minimum required are contributed to fund the affordable housing component.
- o Opportunities provided for community based non-profit organizations and minority businesses.
- o Other public benefits offered by the proposed development including jobs, tax revenues, urban design amenities and other neighborhood improvements.
- o Feasibility of carrying out the proposed development.
- o Compliance of the proposed development with the enclosed design and development guidelines.
- o Demonstrated production, management experience, capability and financial strength of the development team.
- o Preference will be given to proposals that safeguard long term affordability of the low and moderate income units.

The parcel will be disposed of in "as is" condition. The designee will pay for the cost of any utility relocation not paid by a utility company. Development proposals will be subject to the applicable Urban Renewal Plan, as amended, and all City of Boston Zoning and Building regulations and procedures, applicable State (M.G.L. Chapter 30, Section 61 and 62) and City environmental reviews as well as State (M.G.L. Chapter 91) and Federal licensing requirements for waterfront development. The developer will be required to comply with the City's Fair Housing Marketing Plan to guarantee equal access to all housing and shall also be required to submit an affirmative marketing plan which shall be subject to Authority review and approval. The Boston Redevelopment Authority will have design review control. The development will be assessed and taxed by the City of Boston under M.G.L. Chapter 59 Real Estate Assessment procedures.



DESIGN AND DEVELOPMENT GUIDELINES

The first phase of the project is owned by the Boston Redevelopment Authority. The parcel will be conveyed to the City of Boston and is subject to the authority's land development procedures. A public right of way will be retained along the street frontage from Commercial Street to the north side of the parcel.

The site is located within the city's Job Zone. According to the City of Boston's Job Zone map, the site is located within the Job Zone 1C - North/South. The City of Boston's Job Zone map is located at the City of Boston's website. The City of Boston's Job Zone map is located at the City of Boston's website. The City of Boston's Job Zone map is located at the City of Boston's website. The City of Boston's Job Zone map is located at the City of Boston's website.

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PARCEL DESCRIPTION

1. Location

The Pilot House Extension parcel is located within the Downtown Waterfront - Faneuil Hall Urban Renewal Area and is bounded by Eastern Avenue to the north, Boston Harbor and the Pilot House to the east, Lewis Wharf to the south, and Commercial Street to the west.

2. Parcel Area

Total parcel area includes approximately 13,424 square feet of land area presently used as a surface parking lot.

3. Ownership

The Pilot House Extension parcel is owned by the Boston Redevelopment Authority. The parcel will be conveyed to the designated redeveloper in accordance with the Authority's land disposition procedures. A public right of way will be maintained along Eastern Avenue from Commercial Street to the water's edge.

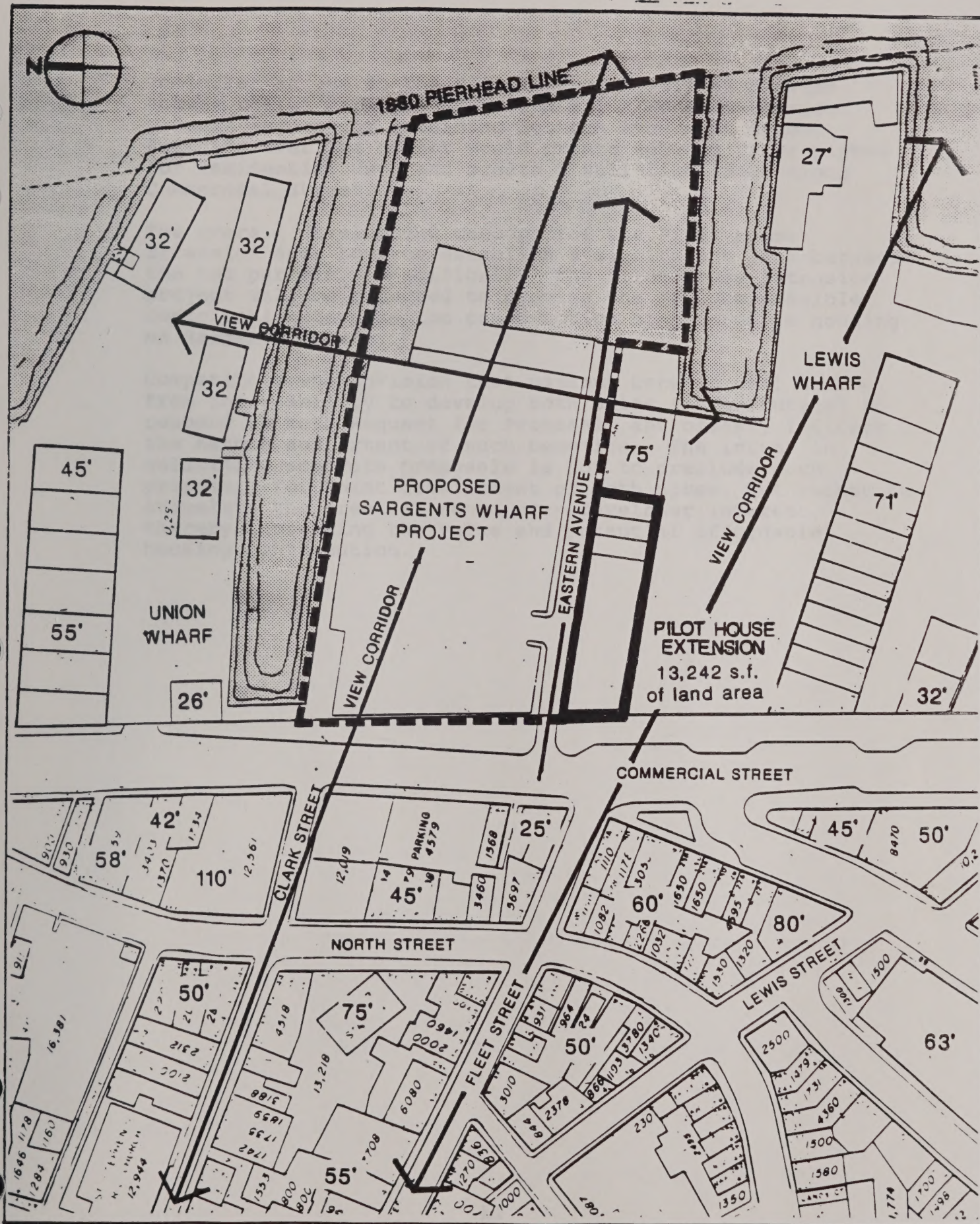
4. Harborpark

The site is located within the city's Harborpark. Accordingly, the design of this development must comply with the requirements of Article 27C -- Harborpark Interim Planning Overlay District of the Boston Zoning Code. Competitors should refer to the BRA's Harborpark Plan, Interim Design Standards for the Inner Harbor and Boston's Harborwalk: Guidelines for Phase 1 for additional information regarding the City's waterfront development policies.

5. Sargents Wharf Request for Proposals

In conjunction with the Request for Proposals for redevelopment of Pilot House Extension, a companion Request for Proposals is being released for Sargents Wharf -- a parcel that is owned by the Boston Redevelopment Authority directly across Eastern Avenue from the Pilot House Extension.

The planning rationale for separating the physical construction of the Pilot House Extension from Sargents Wharf is threefold. A 7'0" diameter Combined Sewer Overflow with tidal gates which runs below the surface for the length of Eastern Avenue makes below grade connection between the two parcels very questionable. The need to maintain



SITE CONDITIONS

vehicular access to the Pilot House as well as provide access to the Sargents Wharf and Pilot House Extension parcels argues for retaining Eastern Avenue at grade. Building over the street would create awkward floor plates for residential uses and create a wall-like image along Commercial Street.

The overall development concept for the Pilot House Extension does however establish a significant link between the two parcels. Specifically, the Pilot House Extension project will be expected to provide the maximum possible contribution towards the construction of affordable housing on Sargents Wharf.

Competitors who envision that maximum benefit will accrue from their ability to develop both sites are encouraged to respond to both Request for Proposals and clearly indicate the nature and extent of such benefits. The intent in soliciting separate proposals is not to preclude such proposals for joint development of both sites, but rather to stimulate the greatest range of redeveloper interest, thereby increasing the value and potential affordable housing contribution.

DESIGN/DEVELOPMENT GUIDELINES

1. Uses

- A. A mixed use development of approximately 85,000 gross (FAR) square feet is requested.
- B. The development should include approximately 60 housing units. Either 25% of the housing units must be affordable to low and moderate income households or an equivalent contribution toward off-site construction of affordable housing must be provided. The minimum required off-site contribution is calculated through the following formula: Total number of housing units in the Pilot House Extension project x 50% x \$25,000.00. If the 25% on-site affordability option is pursued then one-third of these units should be affordable at low-income levels, one-third at moderate income levels, and one-third at upper moderate levels. See Appendix A for the definition of affordability standards.
- C. All parking must be located below grade. A minimum of one parking space per dwelling unit must be provided. Additional below grade private and/or public parking may be provided.
- D. Ground floor retail must be provided along Commercial Street. Neighborhood service stores as well as opportunities for local business enterprises at below market rents are especially encouraged. Ground floor water-related service retail should also be considered towards the interior of the site.
- E. Harborwalk at Pilot House Extension should promote public access and activity by offering a variety of public uses that are attractive and inviting to the general public. Recreational/cultural uses should be developed in the broadest sense creating opportunities not only for strolling and passive enjoyment of the waterfront but also for water-related recreation, small retail shops, and public art. Primary users of Harborwalk at Pilot House Extension are expected to be city residents, especially from surrounding neighborhoods --the mix of uses should be geared accordingly.

2. Height and Massing

- A. The overall development must not exceed the massing

envelop which is defined by extending the volume of the existing Pilot House building to Commercial Street. It is anticipated that such extension will result in approximately 85,000 gross (FAR) square feet (excluding below grade parking).

- B. The primary urban design objective is for new development to be built in scale with surrounding structures and in response to the ubiquitous pattern of finger pier historic wharf buildings. The overall massing should not suggest a monolithic structure.
- C. Building heights must not exceed the height of the existing Pilot House. The height to the cornice shall be 57'; and tallest occupiable height shall be 75'. Varied roof lines in order to break up the overall massing such as at the Custom House Block on Long Wharf are especially encouraged.
- D. Although mechanical areas located on the roof are not within the height limits as defined in the Boston Zoning Code, these areas must be concealed from view and be integrated into the overall building design.
- E. Corridor arrangement, length of hallways, number of apartments served by each elevator lobby, and accessibility of units from each elevator core will be carefully reviewed for marketability to targeted buyers. Long, double-loaded corridors are discouraged.

3. Views and Vistas

- A. View corridors between Commercial Street and the water's edge will be maintained along Eastern Avenue and between the Pilot House Extension parcel and the Lewis Wharf granite building along the alignment of Fleet Street from its intersection with Hanover Street. The Pilot House Extension project should define and strengthen these important visual connections between the North End and the harbor.

4. Vehicular Access and Circulation

- A. A vehicular access way of sufficient width to serve traffic flow, parking access, and service needs of the Pilot House Extension development as well as the existing Pilot House, Sargents Wharf, and potential future redevelopment at the end of Lewis Wharf must be

established and maintained along the present Eastern Avenue.

- B. The designated redeveloper will be required to complete a full Transportation Access Plan and comply with Article 31 -- Development Review Procedures of the Boston Zoning Code in subsequent phases of project review. This will insure that any potential traffic impacts of the Pilot House Extension project, in the context of surrounding redevelopment, are identified and adequately mitigated.
- C. Access to below grade parking and service areas must be provided from the vehicular access way along Eastern Avenue. No on-street maneuvering into and out of loading docks on Commercial Street shall be permitted.
- D. Service areas for the development must be inconspicuously located, safe, fully enclosed and must not detract from views or vistas of the project or across the site to the water.
- E. The layout and design of parking ramps and service areas should minimize the length of ground floor street wall dedicated to these uses, especially along Commercial Street.

5. Public Open Space, Pedestrian Ways and Amenities

- A. The overall treatment of public spaces within the development and along adjoining sidewalks should relate to open spaces established by other projects in the Downtown Waterfront - Faneuil Hall Urban Renewal Area such as along the Walk-to-the-Sea from Quincy Marketplace to Waterfront Park. The level of quality and details set by these projects should be continued and extended onto Sargents Wharf in order to lend coherence to the public realm of the entire waterfront.
- B. Public sidewalks surrounding the new development and all pedestrian walkways shall be paved with brick and granite materials. Street trees, seasonal flowers, flowering and evergreen shrubs, seating, trash receptacles and pedestrian scale lighting along all sidewalks and walkways must be provided.
- C. The vehicular service way along Eastern Avenue should be improved in a manner that is complimentary to the entire site design. It too provides visual and pedestrian access from Commercial Street to the water's edge and should not be simply treated as a rear alley.

- D. The design of public ways and spaces should enhance user safety and visibility from the surroundings. Ground floor spaces should contain active uses and a maximum number of residential entries.
- E. All Harborwalk landscape elements and furnishings should conform to guidelines and standards outlined in the BRA's Boston Harborwalk: Guidelines for Phase 1.

6. Character and Materials

- A. Exterior facade materials should respect the historic stone masonry and brick character of surrounding waterfront and North End buildings. Natural stone or brick with sufficient stone articulation, detail of fenestration and architectural features to provide a sense of human scale and continuity with Boston's architectural heritage are required.

7. Environmental Criteria

- A. The development should be designed to minimize adverse impacts on the surrounding environment. Particular consideration should be paid to minimizing the shading of public open spaces, especially during noon-time hours. Stepped or broken building facades are also preferred to solid or flat masses in order to deflect upper level winds from pedestrian ways and spaces.
- B. In subsequent phases of review, the designated developer will be required to submit an environmental impact assessment and transportation access plan in accordance with Boston Redevelopment Authority Development Review Procedures.

8. Employment

- A. The designee must observe legal requirements which relate to non-discrimination, equal employment opportunity, contract compliance, and affirmative action.
- B. The designee shall require the contractor and sub-contractors to comply with guidelines that the employee composition include at least 50% Boston residents, at least 25% minority persons, and at least 10% women. An employment plan to that effect will be required of the

tentative designee.

- C. The designee shall require tenants to use good faith efforts to comply with guidelines that 50% of all permanent jobs be held by Boston residents.
- D. The designee shall establish a goal of awarding not less than 10% of the general contractor's bid price for minority and women business participation.

SUBMISSION REQUIREMENTS

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SUBMISSION REQUIREMENTS

SUBMISSION REQUIREMENTS

All applicants are requested to submit twenty copies of the submission material required by 5:00 P.M. on June 26, 1989 to:

Stephen Coyle, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Attention: Victor Karen

All proposals will be reviewed by and subject to the criteria, procedures, submission requirements, and development and design guidelines outlined in this document. Following an initial review of the submissions, additional information may be requested from competitors. All financial information for individual team members will be held confidential.

All development teams submitting proposals will be invited to make a formal presentation to the Authority during the initial phase of the selection process. After reviewing each proposal, the Authority may, at its discretion, select several finalists and request them to develop their proposals further, based on second-stage BRA terms and conditions.

Teams will be required to make presentations to appropriate community and advisory groups at any time during the review process. These groups include the North End Waterfront Neighborhood Council, the Harborpark Advisory Committee, and any other groups deemed necessary by the Boston Redevelopment Authority or the Mayor's Office of Neighborhood Services.

The Authority will recommend tentative designation of the developer whose proposal best meets the criteria for maximizing the benefits of the project to the City. The designated development team will be subject to subsequent stages of BRA design and development review prior to consideration for final designation, and to all applicable state environmental reviews. Compliance with the Harborpark Interim Planning Overlay District and related zoning amendments will be required of all proposals.

The Authority reserves the right to reject any and all proposals.

Additional information regarding program requirements may be obtained by contacting:

Victor Karen
Deputy Director for
Urban Design and Development
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201
Telephone: (617) 722-4300

Twenty copies of each submission are required. One submission shall be mounted on boards in presentation format. One submission shall be a full size duplicate set of architectural drawings rolled in a recloseable tube. The remaining copies shall be bound 8 1/2" x 11" booklets that include reduced drawings and all applicable written information.

Applicant Information

1. Letter of Interest introducing the development team, including the developer, architect, and other consultants.
2. Documentation of the equity participation in the project by a Community Development Corporation, Neighborhood Development Corporation, or Minority Business Enterprise.
3. Relevant past experience of development team.
4. Redeveloper's Statement of Public Disclosure, and Redeveloper's Statement of Qualifications and Financial Responsibility.
5. Statement of intention to comply with the City's Fair Housing Marketing Plan and to prepare an affirmative market plan for the Authority's approval.

Development Proposals

1. Project summary, including a description of proposed uses and public amenities, proposed ownership structure, and anticipated development schedule.

Design Submission

1. A study model at a scale of one inch to forty feet, prepared in sufficient detail to evaluate the relationships of height, mass, proportion, color and materials to surrounding

buildings and spaces. The model will be placed within the Boston Redevelopment Authority context model for evaluation.

2. Elevations of all facades for each project within the context of 250 feet from the project site. The elevations must be in sufficient detail to examine the relationships of proposed and existing storefronts, window openings, cornice lines and entrances. The scale of 1/16" to 1'-0" is requested.
3. A site plan in sufficient detail at 1/16"=1'0" to describe the character and scope of the proposal. The plan must include the first floor plan and should identify pedestrian routes through the complex as well as pedestrian, vehicular and service access. Landscaping, ground plane materials and amenities (i.e., benches and lights) shall be indicated at indoor and outdoor public spaces.
4. A building/site section at 1/16"=1'0" scale illustrating the relation in scale and massing between the proposal and existing buildings immediately surrounding the project.
5. A partial section and/or elevations at 1/8"-1'0" to show materials.
6. Eye-level perspective views showing the proposal in context of the surrounding area.
7. Any additional plans, elevations and sections as may be required to understand the organization of the building(s).
8. Description of the materials to be used for exterior facades and public spaces for each project.

Environmental Analyses - Shadow

1. Shadow studies of the development proposal shall be prepared and shall include shadow impacts for both build and no-build conditions for the hours 9:00 a.m., 12:00 noon and 3:00 p.m., conducted for the vernal and autumnal equinoxes, winter and summer solstices. The shadow impact analyses shall be presented in such a manner as to show net new shadows as well as existing shadows.
2. Shadow analyses shall also be conducted at 10:00 a.m., 11:00 a.m., 12:00 noon, 1:00 p.m. and 2:00 p.m. on October 21 and November 21, and shall show the incremental effects of the proposed massing on proposed or existing public spaces including major pedestrian areas.

Financial Information

1. Development and operating proforma - See Appendix B.
2. Development schedule and financial plan.
3. Letters of interest from a financial institution or source of funding for land acquisition, construction, permanent and/or end-loan financing.

Submission Fee

1. A submission fee of \$7,500 is required, drawn to the order of, or assigned to the Boston Redevelopment Authority. The Authority is under no obligation to earn interest. \$5,000 of the fee will be retained by the Authority for processing the submission; the remaining \$2,500 will be returned to the unsuccessful applicants.
2. Not-for-profit groups intending to submit proposals may apply for a waiver of the submission fee upon demonstration of financial hardship.

6

APPENDICES

The following are the names of the persons who have been appointed to the various positions in the Department of the Interior, and who have been assigned to the various divisions of the Department. The names are given in alphabetical order of the last name.

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Number of persons	Number of persons
1	1
2	2
3	3
4	4
5	5

APPENDIX A

AFFORDABILITY STANDARDS

The following schedules will be used as guides for determining the low- and moderate-income housing generated by development plans. Please refer to the project guidelines where appropriate to determine the number of affordable units and the range of eligibility your development plans must include for approval.

Affordable rents and purchase prices are those which are affordable to a "low" or "moderate" income household paying no more than 30% of their adjusted gross income to rent (including utilities) or mortgage (inclusive of principal, interest, taxes, property insurance, mortgage insurance and condominium fees). Federal regulations for the Department of Housing and Urban Development define these income categories as follows:

"Low-income" = less than 50% of the Boston PMSA median family income.

"Moderate-income" = 50%-80% of the Boston PMSA* median family income.

"Upper Moderate-income" = 80%-110% of the Boston PMSA median family income.

In general, units built to meet the Boston Redevelopment Authority's affordability requirements must be two and three bedroom units unless the City of Boston specifically sets a different standard in a planning document (e.g., Request for Proposals, etc.) or in circumstances where developers can demonstrate a specific neighborhood need for a different unit mix.

The following guide converts the number of persons per household into an appropriate unit size, i.e., number of bedrooms:

<u>Maximum Family Size</u>	<u>Number of Bedrooms</u>
1	0 (studio)
1-2	1
2-4	2
3-5	3
4-6	4
5-7	5

* Please note that Boston public agencies use 50% and 80% of the PMSA (Primary Metropolitan Statistical Area) median income as guidelines because the median income of Boston residents is substantially lower than that in the PMSA. The median income for Boston families in 1980 was only \$16,062 compared to the PMSA median of \$22,813 according to the U.S. Census. (The PMSA includes many higher income communities from the Greater Boston Area.) Income eligibility limits vary by family size. Attached is a list of income limits for the City of Boston by category and the maximum monthly housing expense acceptable under these guidelines.

Family Size	50% of PMSA Median Income	80% of PMSA Median Income
1	\$11,406	\$18,250
2	\$15,208	\$24,250
3	\$18,606	\$29,850
4	\$21,606	\$34,500
5	\$24,208	\$39,250
6	\$26,406	\$43,000
7	\$28,208	\$45,750
8	\$29,606	\$47,500
9	\$30,806	\$48,750
10	\$31,806	\$49,750
11	\$32,606	\$50,500
12	\$33,208	\$51,000
13	\$33,606	\$51,250
14	\$33,806	\$51,500
15	\$33,906	\$51,600
16	\$34,006	\$51,700
17	\$34,106	\$51,800
18	\$34,206	\$51,900
19	\$34,306	\$52,000
20	\$34,406	\$52,100
21	\$34,506	\$52,200
22	\$34,606	\$52,300
23	\$34,706	\$52,400
24	\$34,806	\$52,500
25	\$34,906	\$52,600
26	\$35,006	\$52,700
27	\$35,106	\$52,800
28	\$35,206	\$52,900
29	\$35,306	\$53,000
30	\$35,406	\$53,100
31	\$35,506	\$53,200
32	\$35,606	\$53,300
33	\$35,706	\$53,400
34	\$35,806	\$53,500
35	\$35,906	\$53,600
36	\$36,006	\$53,700
37	\$36,106	\$53,800
38	\$36,206	\$53,900
39	\$36,306	\$54,000
40	\$36,406	\$54,100
41	\$36,506	\$54,200
42	\$36,606	\$54,300
43	\$36,706	\$54,400
44	\$36,806	\$54,500
45	\$36,906	\$54,600
46	\$37,006	\$54,700
47	\$37,106	\$54,800
48	\$37,206	\$54,900
49	\$37,306	\$55,000
50	\$37,406	\$55,100
51	\$37,506	\$55,200
52	\$37,606	\$55,300
53	\$37,706	\$55,400
54	\$37,806	\$55,500
55	\$37,906	\$55,600
56	\$38,006	\$55,700
57	\$38,106	\$55,800
58	\$38,206	\$55,900
59	\$38,306	\$56,000
60	\$38,406	\$56,100
61	\$38,506	\$56,200
62	\$38,606	\$56,300
63	\$38,706	\$56,400
64	\$38,806	\$56,500
65	\$38,906	\$56,600
66	\$39,006	\$56,700
67	\$39,106	\$56,800
68	\$39,206	\$56,900
69	\$39,306	\$57,000
70	\$39,406	\$57,100
71	\$39,506	\$57,200
72	\$39,606	\$57,300
73	\$39,706	\$57,400
74	\$39,806	\$57,500
75	\$39,906	\$57,600
76	\$40,006	\$57,700
77	\$40,106	\$57,800
78	\$40,206	\$57,900
79	\$40,306	\$58,000
80	\$40,406	\$58,100
81	\$40,506	\$58,200
82	\$40,606	\$58,300
83	\$40,706	\$58,400
84	\$40,806	\$58,500
85	\$40,906	\$58,600
86	\$41,006	\$58,700
87	\$41,106	\$58,800
88	\$41,206	\$58,900
89	\$41,306	\$59,000
90	\$41,406	\$59,100
91	\$41,506	\$59,200
92	\$41,606	\$59,300
93	\$41,706	\$59,400
94	\$41,806	\$59,500
95	\$41,906	\$59,600
96	\$42,006	\$59,700
97	\$42,106	\$59,800
98	\$42,206	\$59,900
99	\$42,306	\$60,000
100	\$42,406	\$60,100
101	\$42,506	\$60,200
102	\$42,606	\$60,300
103	\$42,706	\$60,400
104	\$42,806	\$60,500
105	\$42,906	\$60,600
106	\$43,006	\$60,700
107	\$43,106	\$60,800
108	\$43,206	\$60,900
109	\$43,306	\$61,000
110	\$43,406	\$61,100
111	\$43,506	\$61,200
112	\$43,606	\$61,300
113	\$43,706	\$61,400
114	\$43,806	\$61,500
115	\$43,906	\$61,600
116	\$44,006	\$61,700
117	\$44,106	\$61,800
118	\$44,206	\$61,900
119	\$44,306	\$62,000
120	\$44,406	\$62,100
121	\$44,506	\$62,200
122	\$44,606	\$62,300
123	\$44,706	\$62,400
124	\$44,806	\$62,500
125	\$44,906	\$62,600
126	\$45,006	\$62,700
127	\$45,106	\$62,800
128	\$45,206	\$62,900
129	\$45,306	\$63,000
130	\$45,406	\$63,100
131	\$45,506	\$63,200
132	\$45,606	\$63,300
133	\$45,706	\$63,400
134	\$45,806	\$63,500
135	\$45,906	\$63,600
136	\$46,006	\$63,700
137	\$46,106	\$63,800
138	\$46,206	\$63,900
139	\$46,306	\$64,000
140	\$46,406	\$64,100
141	\$46,506	\$64,200
142	\$46,606	\$64,300
143	\$46,706	\$64,400
144	\$46,806	\$64,500
145	\$46,906	\$64,600
146	\$47,006	\$64,700
147	\$47,106	\$64,800
148	\$47,206	\$64,900
149	\$47,306	\$65,000
150	\$47,406	\$65,100
151	\$47,506	\$65,200
152	\$47,606	\$65,300
153	\$47,706	\$65,400
154	\$47,806	\$65,500
155	\$47,906	\$65,600
156	\$48,006	\$65,700
157	\$48,106	\$65,800
158	\$48,206	\$65,900
159	\$48,306	\$66,000
160	\$48,406	\$66,100
161	\$48,506	\$66,200
162	\$48,606	\$66,300
163	\$48,706	\$66,400
164	\$48,806	\$66,500
165	\$48,906	\$66,600
166	\$49,006	\$66,700
167	\$49,106	\$66,800
168	\$49,206	\$66,900
169	\$49,306	\$67,000
170	\$49,406	\$67,100
171	\$49,506	\$67,200
172	\$49,606	\$67,300
173	\$49,706	\$67,400
174	\$49,806	\$67,500
175	\$49,906	\$67,600
176	\$50,006	\$67,700
177	\$50,106	\$67,800
178	\$50,206	\$67,900
179	\$50,306	\$68,000
180	\$50,406	\$68,100
181	\$50,506	\$68,200
182	\$50,606	\$68,300
183	\$50,706	\$68,400
184	\$50,806	\$68,500
185	\$50,906	\$68,600
186	\$51,006	\$68,700
187	\$51,106	\$68,800
188	\$51,206	\$68,900
189	\$51,306	\$69,000
190	\$51,406	\$69,100
191	\$51,506	\$69,200
192	\$51,606	\$69,300
193	\$51,706	\$69,400
194	\$51,806	\$69,500
195	\$51,906	\$69,600
196	\$52,006	\$69,700
197	\$52,106	\$69,800
198	\$52,206	\$69,900
199	\$52,306	\$70,000
200	\$52,406	\$70,100
201	\$52,506	\$70,200
202	\$52,606	\$70,300
203	\$52,706	\$70,400
204	\$52,806	\$70,500
205	\$52,906	\$70,600
206	\$53,006	\$70,700
207	\$53,106	\$70,800
208	\$53,206	\$70,900
209	\$53,306	\$71,000
210	\$53,406	\$71,100
211	\$53,506	\$71,200
212	\$53,606	\$71,300
213	\$53,706	\$71,400
214	\$53,806	\$71,500
215	\$53,906	\$71,600
216	\$54,006	\$71,700
217	\$54,106	\$71,800
218	\$54,206	\$71,900
219	\$54,306	\$72,000
220	\$54,406	\$72,100
221	\$54,506	\$72,200
222	\$54,606	\$72,300
223	\$54,706	\$72,400
224	\$54,806	\$72,500
225	\$54,906	\$72,600
226	\$55,006	\$72,700
227	\$55,106	\$72,800
228	\$55,206	\$72,900
229	\$55,306	\$73,000
230	\$55,406	\$73,100
231	\$55,506	\$73,200
232	\$55,606	\$73,300
233	\$55,706	\$73,400
234	\$55,806	\$73,500
235	\$55,906	\$73,600
236	\$56,006	\$73,700
237	\$56,106	\$73,800
238	\$56,206	\$73,900
239	\$56,306	\$74,000
240	\$56,406	\$74,100
241	\$56,506	\$74,200
242	\$56,606	\$74,300
243	\$56,706	\$74,400
244	\$56,806	\$74,500
245	\$56,906	\$74,600
246	\$57,006	\$74,700
247	\$57,106	\$74,800
248	\$57,206	\$74,900
249	\$57,306	\$75,000
250	\$57,406	\$75,100
251	\$57,506	\$75,200
252	\$57,606	\$75,300
253	\$57,706	\$75,400
254	\$57,806	\$75,500
255	\$57,906	\$75,600
256	\$58,006	\$75,700
257	\$58,106	\$75,800
258	\$58,206	\$75,900
259	\$58,306	\$76,000
260	\$58,406	\$76,100
261	\$58,506	\$76,200
262	\$58,606	\$76,300
263	\$58,706	\$76,400
264	\$58,806	\$76,500
265	\$58,906	\$76,600
266	\$59,006	\$76,700
267	\$59,106	\$76,800
268	\$59,206	\$76,900
269	\$59,306	\$77,000
270	\$59,406	\$77,100
271	\$59,506	\$77,200
272	\$59,606	\$77,300
273	\$59,706	\$77,400
274	\$59,806	\$77,500
275	\$59,906	\$77,600
276	\$60,006	\$77,700
277	\$60,106	\$77,800
278	\$60,206	\$77,900
279	\$60,306	\$78,000
280	\$60,406	\$78,100
281	\$60,506	\$78,200
282	\$60,606	\$78,300
283	\$60,706	\$78,400
284	\$60,806	\$78,500
285	\$60,906	\$78,600
286	\$61,006	\$78,700
287	\$61,106	\$78,800
288	\$61,206	\$78,900
289	\$61,306	\$79,000
290	\$61,406	\$79,100
291	\$61,506	\$79,200
292	\$61,606	\$79,300
293	\$61,706	\$79,400
294	\$61,806	\$79,500
295	\$61,906	\$79,600
296	\$62,006	\$79,700
297	\$62,106	\$79,800
298	\$62,206	\$79,900
299	\$62,306	\$80,000
300	\$62,406	\$80,100
301	\$62,506	\$80,200
302	\$62,606	\$80,300
303	\$62,706	\$80,400
304	\$62,806	\$80,500
305	\$62,906	\$80,600
306	\$63,006	\$80,700
307	\$63,106	\$80,800
308	\$63,206	\$80,900
309	\$63,306	\$81,000
310	\$63,406	\$81,100
311	\$63,506	\$81,200
312	\$63,606	\$81,300
313	\$63,706	\$81,400
314	\$63,806	\$81,500
315	\$63,906	\$81,600
316	\$64,006	\$81,700
317	\$64,106	\$81,800
318	\$64,206	\$81,900
319	\$64,306	\$82,000
320	\$64,406	\$82,100
321	\$64,506	\$82,200
322	\$64,606	\$82,300
323	\$64,706	\$82,400
324	\$64,806	\$82,500
325	\$64,906	\$82,600
326	\$65,006	\$82,700
327	\$65,106	\$82,800
328	\$65,206	\$82,900
329	\$65,306	\$83,000
330	\$65,406	\$83,100
331	\$65,506	\$83,200
332	\$65,606	\$83,300
333	\$65,706	\$83,400
334	\$65,806	\$83,500
335	\$65,906	\$83,600
336	\$66,006	\$83,700
337	\$66,106	\$83,800
338	\$66,206	\$83,900
339	\$66,306	\$84,000
340	\$66,406	\$84,100

AFFORDABLE HOUSING - DEFINITIONS AND GUIDELINES (1)

<u>Family Size</u>	<u>Low Income (Up to 50% of Median)</u>	<u>Maximum Monthly Housing Expense (2)</u>
1	\$15,500	\$388 @30% GMI
2	17,700	443
3	19,950	499
4	22,150	554
5	23,900	598
6	25,700	643
7	27,450	686
8	29,250	731

<u>Family Size</u>	<u>Moderate Income (50% to 80% of Median)</u>	<u>Maximum Monthly Housing Expense (2)</u>
1	\$22,700	\$568 @30% GMI
2	25,900	648
3	29,150	729
4	32,400	810
5	34,450	861
6	36,450	911
7	38,500	963
8	40,500	1,013

<u>Family Size</u>	<u>Upper Mod. Income (80% to 110% of Median)</u>	<u>Maximum Monthly Housing Expense (2)</u>
1	\$31,650	\$791 @30% GMI
2	36,430	911
3	40,690	1,017
4	45,210	1,130
5	48,035	1,201
6	50,860	1,272
7	53,690	1,342
8	56,510	1,413

(1) Effective January 15, 1988.

(2) Maximum monthly housing cost as a percent of gross monthly income (GMI). In calculating possible purchase prices, this amount must include principal, interest, taxes, mortgage insurance, property insurance and any relevant condominium fees. In calculating possible rents, this amount must also include utility costs.

Various financing subsidies use different guidelines for the allowable percent of monthly income. Adjust calculations accordingly. For example, MHFA allows between 28% to 31% of a family's gross monthly income as their maximum allowable monthly housing expense. This range depends on the corresponding tax exempt bond requirement. Federal subsidized rental housing programs allow up to 30% of GMI for housing expense. State subsidized rental housing programs allow up to 25% of GMI for housing expense.

APPENDIX B

REQUIRED FINANCIAL INFORMATION

DEVELOPMENT PROFORMA includes all the information normally found in a development proforma, by phase. This includes, but is not limited to:

Land acquisition costs, per land square foot and total, by parcel.

Attribution of acquisition expense over project components. (per FAR square foot residential, office, parking, pier, etc.)

All hard costs on a per-unit and total basis, by phase. (disaggregate into base building, tenant improvement work, rehabilitation work, residential finishes, garage cost, site work, pier construction, furniture, fixtures and equipment, etc.)

All soft costs on a per-unit and total basis, by phase. (disaggregate into individual line items such as architectural, engineering, legal, accounting and developer's fees and any other professional fees, insurance, permits, real estate tax during construction, etc.)

All contingencies on a per-unit and total basis, by phase (specify whether contingency is on hard cost, soft cost, or total cost).

All assumptions regarding financing terms on acquisition, pre-development, and construction loans, by phase (including financing fees, interest rates, terms, draw down assumptions, terms, participation, amortization).

Calculation of housing and jobs linkage obligation, and anticipated payment method (over term of obligation or on a net present value basis).

Any other project-related expenses not within any of the above categories.

Calculation of total development cost by component, including total and per unit breakdown (e.g. per square foot office, residential, retail, etc., per parking space, etc.)

Sources of debt and equity for total project costs.

Appropriate return measures (return on equity, return on total development cost, internal rate of return; specify method of calculation and hurdle rates).

15-YEAR OPERATING PROFORMA includes all the information normally found in an operating proforma; on a yearly basis. This includes, but is not limited to:

Tabulation of gross and net (leasable) square feet for all commercial space.

Schedule of all rents on a per square foot and total basis (including anticipated garage rates and occupancy).

Anticipated operating expenses and real estate taxes on per square foot and total basis, and clear explanation of division of expenses between owner and tenant (includes all commercial space, hotel, and garage)

All other expense and vacancy assumptions set forth to calculate cash available for debt service.

Anticipated leasing patterns (5-yr, 10-yr, etc.), lease-up rates and calculation of operating deficits if any.

Tenant inducements including free rent, tenant improvement allowances, etc.

Calculation of debt service, before tax cash flow, debt coverage ratios.

Projected rental rates, state and federal subsidies, syndication proceeds, and operating expenses for any residential uses.

MARKET SALES PROFORMA includes all the information normally found in a condominium sales proforma. This includes, but is not limited to:

Condominium sales prices per square foot and per unit, and per parking space.

Anticipated absorption rate and price inflation during sales period.

Selling expenses and carrying cost assumptions on unsold units.

Use of sales proceeds in balance of project (if any).

Appropriate return measures (return on total development cost, return on gross sales, etc.)

MEMORANDUM

MARCH 23, 1989

TO: BOSTON REDEVELOPMENT AUTHORITY AND
STEPHEN COYLE, DIRECTOR

FROM: WILLIAM D. WHITNEY, ASSISTANT DIRECTOR FOR
URBAN DESIGN AND DEVELOPMENT
JOHN LEIGH, ASSISTANT DIRECTOR FOR
HARBOR PLANNING AND DEVELOPMENT
VICTOR KAREN, DEPUTY DIRECTOR FOR
URBAN DESIGN AND DEVELOPMENT
CAROLE MATHIESON, SENIOR PROJECT COORDINATOR
HARBOR PLANNING AND DEVELOPMENT

SUBJECT: AUTHORIZATION TO ADVERTISE FOR REDEVELOPER INTEREST FOR
PARCEL B-3(A) IN THE DOWNTOWN WATERFRONT - FANEUIL HALL
URBAN RENEWAL AREA

EXECUTIVE

SUMMARY: This memorandum requests authorization to advertise for proposals to seek a redeveloper for the Pilot House Extension. The proposed program as described in the First Stage Guidelines and Conditions includes approximately 60 residential units and ground floor retail. A key criteria for redeveloper selection involves the degree to which a contribution toward the construction of affordable housing on Sargents Wharf is maximized as a result of value created by the Pilot House Extension project.

Parcel B-3(A) is a 13,424 square foot parcel owned by the Authority and situated at the southeast corner of the intersection of Eastern Avenue and Commercial Street within the Downtown Waterfront - Faneuil Hall Urban Renewal Area. The parcel is currently used as part of a surface parking lot for employees, residents and visitors of the area.

This past year, Authority staff and the North End Waterfront Neighborhood Council have met on a number of occasions in order to fashion a redevelopment plan for the adjacent Sargents Wharf parcel, across Eastern Avenue from the Pilot House Extension site. In accord with Mayor Flynn's commitment to strengthening Boston's neighborhoods and in response to the pressing need for affordable housing in the North End community, priority for redevelopment on Sargents Wharf includes building 100 units of affordable family and elderly rental housing.

Redevelopment of the Pilot House Extension parcel will insure that the affordable housing can go forward through a contribution toward the shortfall between the production cost of affordable housing and potential return.

March 23, 1989

Numerous plans have been proposed for this parcel in the past. Several have included structures significantly greater in height and mass than contemplated in this Request for Proposals (RFP) which involves extending the volume of the existing Pilot House building to Commercial Street. Discussion of the various plans with the community has, over time, established a consensus that such extension is the most appropriate approach for redevelopment of this site.

The Harborpark Advisory Committee has indicated support of this concept. Staff will continue to work with the Committee and the North End Waterfront Neighborhood Council in the review of submissions to the RFP to ensure maximum community benefit from this project.

The redevelopment envisioned in the RFP responds to numerous goals and objectives in a manner that has achieved community consensus. A significant contribution toward the construction of 100 units of affordable housing is expected from the Pilot House Extension.

It is, therefore, recommended that the Director be authorized to advertise for developer proposals in order to seek a redeveloper for the Pilot House Extension parcel.

An appropriate vote follows:

VOTED: That the Director be and hereby is authorized to advertise for redeveloper interest for Parcel B-3(A) in the Downtown Waterfront-Faneuil Hall Urban Renewal Area, as provided for in the First Stage Guidelines and Conditions.

